

**ARTICLE 17****OFF-STREET PARKING, LOADING, CIRCULATION AND ACCESS****§ 17.01. GENERAL GUIDELINES.**

Off-street parking, loading, circulation and access improvements shall be designed to:

- A. provide adequate space in appropriate locations for vehicles of employees, patrons, and visitors and for shipping and delivery vehicles, including future space needs;
- B. be compatible with the internal circulation system of a site and avoid unusual risks of traffic congestion, public safety or hazards;
- C. avoid substantial negative impacts to adjacent properties;
- D. discourage illegal and improper parking of vehicles;
- E. provide only the minimum area of pavement necessary to meet site needs, and to break up large areas of pavement with landscaping;
- F. ensure proper drainage;
- G. provide for access by disabled persons;
- H. enable appropriate property maintenance and security; and
- I. in the case of residential development, comply with the New Jersey Residential Site Improvement Standards, when such standards supersede the provisions of this article as set forth in § 10.02. Such standards are designated with the letters "RSIS" at the end of the provision. The final determination of applicability shall be made by the Zoning Officer.

**§ 17.02. MINIMUM NUMBER OF OFF-STREET PARKING AND LOADING SPACES.**

All developments shall be required to provide at least the minimum number of off-street parking and loading spaces required by this subsection, unless a greater number of parking and loading spaces are required by other provisions of this ordinance. (RSIS)

- A. **General.** In calculating the number of off-street parking and loading spaces required or provided, the following general provisions shall apply:

1. Zone district and use calculation. The minimum number of parking spaces shall be calculated by both the zone district within which the development is located, as set forth in Subsection B. below, and by the nature of the proposed use as set forth in Subsection C. below; the more restrictive of the two calculations shall be the minimum number of parking spaces required.
2. Change of use. A change of use or modification of utilization shall be subject to the required number of parking spaces for the new use or utilization, or the number required in the zone district, whichever is more restrictive. Anything in this ordinance to the contrary notwithstanding, approval shall be valid only for the particular utilization for which it was granted.
3. More than one utilization. When two (2) or more utilizations are proposed on one (1) lot, the minimum number of parking spaces shall be the aggregate of the number of parking spaces required for each utilization, computed separately for each utilization and summed, unless specified otherwise herein.
4. Primary and minor utilizations. If the primary utilization includes minor elements of other types of utilization (e.g., as with home occupations or as with an office associated with a nursing home), the entire parking required shall be calculated based on the requirements from the primary utilization.
5. Basement space. If basement space is used as part of the primary utilization of the building either as a result of being a permitted use, or by variance or by meeting the requirements of a pre-existing non-conforming use, such basement space shall be included in determining the number of parking spaces to be provided based on the aforesaid requirements. Basement space which is vacant, used to contain utility equipment serving the building or for storage alone shall not be included in the calculation of basement space being used.
6. Fractions of spaces. Requirements for a fraction of a parking or loading space shall be rounded down if the fraction is one-half ( $\frac{1}{2}$ ) space or less, and rounded up if the fraction is greater than one-half ( $\frac{1}{2}$ ) space.
7. Garage parking. Parking spaces located inside garages shall be counted toward the number of required parking spaces only if they are included as such on a parking plan. Garages accessory to single-family detached and two-family dwellings and capable of storing motor vehicles shall not be designed or used to store more than three (3) motor vehicles on a single lot in any residential zone district.  
(RSIS) [Amended 5-11-1999 by Ord. No. 1734]

B. **Minimum number of parking spaces in each zone district.** In all zone districts, off-street parking shall be furnished in accordance with the following requirements, unless more stringent requirements are provided in other articles of this ordinance: (RSIS)

1. Residential zones. The minimum number of parking spaces shall in the residential zones be determined solely on the basis of the proposed use as set forth in Subsection C. below.
2. O-1, P-1 and P-2 zone districts. One (1) space for each two hundred (200) square feet of gross floor area of the principal building shall be required.
3. O-2 and O-3 zone districts. One (1) space for each two hundred and fifty (250) square feet of gross floor area of the principal building shall be required.
4. C, GB-1, GB-2 and GB-3 zone districts. One (1) space for each three hundred (300) square feet of gross floor area of the principal building shall be required.
5. CBD zone district. One (1) space for each three hundred (300) square feet of gross floor area of the principal building shall be required, subject, however to the provisions of § 17.02G.2 below, except that age-restricted multi-family housing permitted as a conditional use in the district shall be subject only to the requirements for the number of parking spaces based upon utilization as set forth in Subsection C below. **[Amended 12-14-04 by Ord. No. 1843]**

C. **Minimum number of parking spaces required for each utilization.** Each utilization of land shall provide off-street parking in accordance with the following requirements, unless more stringent requirements are provided in other articles of this ordinance. In the following provisions, "GFA" shall mean gross floor area, and "sf" shall mean square feet. In the case of residential uses, standards designated with an asterisk (\*) shall apply if the applicant is unable to specify the number of bedrooms per unit. (RSIS)

1. Residential uses.

a. *Single-family or two-family dwellings:*

- 2 bedroom unit: 1.5 spaces
- 3 bedroom unit: 2.0 spaces
- 4 bedroom unit: 2.5 spaces\*
- 5 bedroom unit: 3.0 spaces

b. *Garden apartment and mid-rise apartment dwellings:*

- 1 bedroom unit: 1.8 spaces
- 2 bedroom unit: 2.0 spaces\*
- 3 bedroom unit: 2.1 spaces

- c. *Townhouse dwellings:*
  - 1 bedroom unit: 1.8 spaces
  - 2 bedroom unit: 2.3 spaces\*
  - 3 bedroom unit: 2.4 spaces
- d. *High rise dwellings:*
  - 1 bedroom unit: 0.8 space
  - 2 bedroom unit: 1.3 spaces\*
  - 3 bedroom unit: 1.9 spaces
- e. *Retirement community dwellings:* The number of required parking shall be commensurate with the most appropriate housing unit type and size noted above that the retirement community resembles. In the RA-1 and RA-2 Zone Districts, one (1) of said required parking spaces for every three (3) dwelling units shall be located within a garage located upon the premises upon which the principal buildings or structures are located.
- f. *Community shelters and residences.* one (1) off-street parking space for each employee on the shift employing the largest number of persons plus one (1) off-street parking space for each five (5) other persons or fraction thereof residing on the site.
- g. *Dwellings units in the same building as a non-residential use in the P-1, P-2, CBD, GB-1 and GB-3 zone districts:* In the CBD and GB-1 districts, the standards for high rise dwellings above shall apply; in the P-1, P-2 and GB-3 districts, the standards for garden apartment and mid-rise apartment dwellings above shall apply. **[Amended 5-11-1999 by Ord. No. 1734]**

2. Lodging and assembly.

- a. *Hotel/motel:* 1 space/guest room, plus 1 space/employee on the maximum shift, plus 1 space/4 fixed seats in any meeting rooms or 1 space for each 100 sf GFA, in any meeting rooms without fixed seats.
- b. *Private clubs or lodges:* 1 space/100 sf GFA.
- c. *Public theater or auditorium with fixed seats:* 1 space/3 seats in the meeting hall, plus 1 space/employee.
- d. *Public theater or auditorium, without fixed seats:* 1 space/100 sf GFA of the meeting hall.

3. Educational or religious uses.

- a. *House of worship:* 1 space/3 fixed seats, or 1 space/90 sf GFA of all buildings on the property, whichever is greater, provided that the calculation of parking spaces shall be based upon the maximum floor area or seats, as applicable, which may reasonably be occupied at any one time in the foreseeable future, as determined by the Planning Board.
- b. *Pre-school, day care or nursery school:* 1 space/each staff or employee.
- c. *Elementary/middle/junior high/senior high school:* one (1) parking space for each staff member or employee for schools containing grades under the tenth (10th) grade. For schools containing grades tenth (10th) and/or eleventh (11th) and/or twelfth (12th), off-street parking, in addition to that required for staff or employees, shall be provided at the rate of one (1) space for each four (4) students. The Planning Board may require additional parking if, in its opinion, the parking spaces prescribed above are not sufficient to insure that the use will not cause parking in a public street during the course of normal educational programs.

4. Industrial or warehouse uses.

- a. *Light industry, assembly:* 1 space/400 sf GFA or 1 space/employee on the maximum shift, whichever is greater.
- b. *Warehouse, storage:* 1 space/1,000 sf GFA, or 1 space/employee on the maximum shift, whichever is greater.

5. Office uses.

- a. *Medical offices:* 4 spaces/doctor present at one time, plus 1 space/employee other than a doctor, or 1 space/175 sf GFA, whichever is greater.
- b. *Other professional offices:* 1 space/200 sf GFA.
- c. *Business/administrative offices:* 1 space/250 sf GFA (under 50,000 sf office GFA), or 1 space/300 sf GFA (50,000 sf GFA or greater).
- d. *Research offices:* 1 space/350 sf GFA.

6. Health related uses.

- a. *Veterinary hospitals:* 3 spaces/examination room or doctor present at one time, or 1 space for each 200 sf GFA (but not including kennel space), whichever is greater.
- b. *Nursing/convalescent home/sanitarium:* 1 space /3 beds.

7. Retail/wholesale sales & services.

- a. *General retail sales/services:* 1 space/300 sf GFA.
- b. *Auto/truck sales:* 1 space/300 sf GFA of all buildings or 2 spaces/employee, whichever is greater.
- c. *Banks:* 1 space/250 sf GFA.
- d. *Bar/taverns:* 1 space/2 seats.
- e. *Barber/beauty shops:* 3 spaces/barber or beautician present at one time.
- f. *Funeral homes:* 1 space/100 sf GFA.
- g. *Furniture stores:* 1 space/800 sf GFA.
- h. *Gasoline filling stations, gasoline service stations, automotive service shops, automotive repair shops, automobile body repair shops and automobile painting facilities:* 1 space/2 pumps, plus 5 spaces/service bay, as applicable.
- i. *Automatic car washes and drive-through lubricating establishments:* one (1) space for each two hundred (200) square feet, or fraction thereof, of building floor area not utilized by car washing equipment or service bays.
- j. *Supermarkets greater than 10,000 sf GFA:* 1 space/250 sf GFA.
- k. *Hardware stores:* 1 space/300 sf GFA.
- l. *Laundromats:* 1 space/4 washing machines, plus one space/4 dryers.
- m. *Liquor stores:* 1 space/300 sf GFA.
- n. *Lumber/building supply stores:* 1 space/400 sf GFA.

- o. *Mini-warehouse/self-service storage facilities:* 2 spaces/manager, plus 1 space/10 storage units, plus 1 visitor space/25 storage units.
  - p. *Plant/nursery/garden centers:* 1 space/400 sf sales area.
  - q. *Restaurants, predominantly take out:* 1 space/65 sf GFA or one space/3 seats, whichever is greater.
  - r. *Restaurants, predominantly full service:* 1 space/2 seats.
  - s. *Restaurants, all others:* 1 space/75 sf GFA or 1 space/3 seats, whichever is greater.
  - t. *Shopping centers/strip store centers with retail stores:* 1 space/225 sf GFA or the parking required by computing the total required spaces using the standard herein for each individual occupant, whichever is greater.
8. Recreational, cultural uses.
- a. *Health/sports club:* 1 space/250 sf of non-storage floor area.
9. Utilization not specified above. The minimum parking requirement for any utilization not otherwise specified shall be as determined by the Board, but in no case less than the number of spaces required in the zone district as set forth in Subsection B. above.
- D. **Minimum number of barrier-free spaces.** Provisions are to be made for the disabled in any parking facility as required by law. In any parking lot designed to accommodate the public, a minimum number of designated parking spaces accessible to disabled persons shall be required as follows, unless exempted by the provisions of the Americans with Disabilities Act or the New Jersey Barrier-free Subcode: (RSIS)

Total Parking Spaces in Lot	Required Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total

- E. **Minimum number of off-street loading and unloading spaces.** In all districts, for every building or part thereof hereafter erected which is to be occupied by manufacturing, storage, goods display, retail store, wholesale store or warehouse, market, hospital, laundry, dry cleaning or other use similarly requiring the receipt or distribution in vehicles of materials or merchandise, there shall be provided and maintained on the same premises with such building off-street loading spaces in relation to floor area as set forth below. In the following provisions, "GFA" shall mean *gross floor area*.
1. Less than five thousand (5,000) square feet GFA: one (1) space.
  2. Five thousand (5,000) to ten thousand (10,000) square feet GFA: three (3) spaces.
  3. Over ten thousand (10,000) square feet GFA: three (3) spaces for the first ten thousand (10,000) square feet GFA, plus one (1) additional space for each thirty thousand (30,000) square feet of additional GFA, or part thereof.
- F. **Shared parking.** Subject to the provisions of § 17.03A below (location of parking), which shall control, any owners of property in the multi-family residential or non-residential zone districts may provide the required number of parking spaces by participating in a joint parking program involving two (2) or more multi-family residential and/or non-residential uses on the same or separate lots, provided the plans for such a joint program shall have been approved by the Board, and provided further that the number of parking spaces shall equal the collective parking area requirements of the participating properties to be serviced, unless the applicant demonstrates, and the Board agrees, that the times of peak parking demand for the various uses are and will remain sufficiently different so as to warrant a lesser number of parking spaces. (RSIS) **[Amended 5-11-1999 by Ord. No. 1734]**
- G. **Exemptions; reserved future parking.** In the following circumstances, the provision of fewer parking spaces than would otherwise be required may be approved: (RSIS)
1. Reservation for future parking needs. In all zone districts, the event that an applicant clearly demonstrates to the Board that, due to the nature of the operation or proposed utilization, the number of parking spaces otherwise required are unnecessary or excessive, the Board may approve the provision of less parking; provided, however, that:
    - a. the applicant provides a landscaped area of sufficient size to meet the minimum number of parking spaces in the zone district as set forth in Subsection B. above; and



- b. the applicant sets aside and reserves the landscaped area in paragraph a. above for the purpose of meeting future off-street parking requirements in the event that a change of utilization of premises shall make additional off-street parking spaces necessary.

2. Waiver of parking requirements in CBD district. In the CBD zone district only, in the event that an application for development is unable to comply with the required number of off-street parking spaces, the provision of a deficient number of off-street parking spaces may be approved without a hearing by the Planning Board when the applicant demonstrates to the Zoning Officer that the proposed development results in a decrease, no change or an increase of no more than ten (10) spaces in the deficiency of the number of off-street parking spaces from that which exists or existed with the most recent development on the site. Notwithstanding the foregoing, this Paragraph 2 shall not apply to an application for development for age-restricted multi-family housing. If the applicant demonstrates that the change in the deficiency is as set forth above, the following shall apply: **[Amended 12-14-04 by Ord. No. 1843]**

- a. Review and decision regarding the parking space deficiency shall be performed by the following person or agency:

<u>Amount of Increased Deficiency of Required Parking Spaces</u>	<u>Reviewing Person/Agency</u>
0 to 5 spaces	Zoning Officer
6 to 10 spaces	Site Plan Subcommittee of the Planning Board

Notwithstanding the foregoing, if the aforesaid parking deficiency results from a development that requires approval by the Planning Board or Board of Adjustment for reasons other than the parking deficiency, the applicable Board shall also review and render a decision concerning the parking deficiency.

- b. In conducting a review of the parking deficiency, the reviewing person or agency may consider, as appropriate in the particular case: 1) the number of spaces needed by the use at various times and whether or not such parking demand will occur at times that do not coincide with times of high demand for the available municipal off-street and/or on-street parking spaces, 2) the available supply of the municipal off-street and/or on-street parking spaces, together with the private off-street parking spaces provided, including, but not necessarily be limited to, the proximity of the municipal off-street and/or

on-street parking spaces to the site, the times of high demand for the municipal off-street and/or on-street parking spaces, and whether the availability of such parking spaces are restricted by meters or other restrictions, and 3) any unique factors affecting the lot in question which would indicate a need for particular concern about parking problems associated with the lot.

- c. The Zoning Officer or the Site Plan Subcommittee, as applicable, shall have the discretion to approve, deny or approve with conditions such application. All decisions and conditions thereof shall be reduced to writing and a copy sent to the Planning Board and filed with the permanent records maintained by the Zoning Officer. Denial by the Zoning Officer or Site Plan Subcommittee shall be appealable to the full Planning Board or Board of Adjustment, as applicable, in accordance with the procedures for appeals in Article 7.

#### **§ 17.03. LOCATION OF REQUIRED PARKING SPACES.**

Required off-street parking and loading spaces shall be located as hereinafter specified.

##### **A. General location of parking areas.**

1. Residential uses and residential zone districts. For all residential buildings and structures, regardless of the district in which they may be located, and for all non-residential buildings and structures in residential zone districts, required parking shall be provided on the same lot with the building, upon an adjacent lot in common ownership or upon a lot located across the street in common ownership. (RSIS) **[Amended 5-11-1999 by Ord. No. 1734]**
2. Non-residential zone districts. In all non-residential zones, required parking shall be furnished on the same lot as the principal building, structure or use; provided, however, that up to fifty percent (50%) of the required number of parking spaces may be located on other property owned by the applicant, or under a joint parking program agreement, in a non-residential zone so long as such parking spaces are located within five hundred (500) feet of any customer entrance way to the principal building, structure or use as measured along the normal pedestrian route between the parking and the entrance-way to the principal building, structure or use. (RSIS)

**B. Yard location of parking areas.**

1. RS- and RM- Zones. No vehicle shall be parked in any front yard or street side yard, provided, however, that parking accessory to single-family and two-family dwellings shall be permitted in the driveway area leading from the street upon which the premises involved is located. Required parking for single-family and two-family dwellings may be located in either a garage or driveway, provided said driveway meets the residential driveway requirements herein.
2. RA-1, RA-2, RA-3, RA-5A and RA-5B Zones. Off-street parking areas are prohibited in the front yard, street side yard and side yards; parking areas shall only be permitted in the rear yard.
3. RA-4 Zone. Off-street parking areas may be located in any front yard, street side yard, side yard or rear yard, subject to the parking area setback requirements herein.
4. P-1, P-2, O-1 and O-2 Zones. Off-street parking areas are prohibited in the front yard, street side yard and side yards; parking areas shall only be permitted in the rear yard.
5. C, CBD, GB-1, GB-2, GB-3 and O-3 Zones. Off-street parking areas are prohibited in the front yard and street side yard; parking areas shall only be permitted in the side yards and rear yard, provided however, that covered parking structures accessory to and on the same property as age-restricted multi-family housing that is permitted as a conditional use in the CBD district shall be permitted to be located beneath the building containing said housing and elsewhere below normal grade without limitation as to the yard location. **[Amended 12-14-04 by Ord. No. 1843]**
6. Public and private non-profit schools. Off-street parking areas are prohibited in the front yard and street side yard.

**C. Minimum setbacks for parking areas.** Unless more stringent requirements are set forth in other portions of this Ordinance, the following minimum setbacks shall apply to parking areas and driveways. Where a setback distance is specified, it shall be the distance measured from the nearest point of the paved parking area or driveway to the nearest point of the building or structure that such area is required to serve, or to the property line, as the case may be; provided, however, that curb returns for driveway openings at the street shall be excluded from such setback measurement. Notwithstanding the foregoing, joint parking areas and common driveways, where permitted, shall be exempt from the following setback requirements only to the extent such exemption is necessary to connect said parking and to provide common access.

1. Multi-family zone, except RA-4 Zone, abutting a single or two-family residential zone. Parking areas and driveways located on the property in the multi-family zone shall be set back at least five (5) feet from any abutting single-family or two-family zone district boundary line.
2. RA-4 Zone. Parking areas shall be set back at least fifty (50) feet from any property line.
3. Non-residential uses and property located in non-residential zones abutting residential zones. Parking areas and driveways shall be set back at least ten (10) feet from any abutting property located in any residential zone.
4. P-1, P-2 and O-3 zones abutting non-residential uses or zones. Parking areas and driveways shall be set back at least five (5) feet from any property line.
5. Other non-residential zones abutting non-residential uses or zones. Parking areas shall be set back at least two (2) feet from the property line. No minimum setback is required for driveways.
6. Multi-family or non-residential zones abutting single-family or two-family residential uses in same or other multi-family or non-residential zone. Parking areas and driveways shall be setback at least five (5) feet from the boundary line of the adjacent residential property.
7. Public and private non-profit schools. Off-street parking areas shall not be located within twenty-five (25) feet of a property line.

**D. Location of loading areas.**

1. On lots containing a single principal building, no loading areas shall be permitted in the front yard.
2. On lots containing more than one (1) principal building, no loading areas shall be permitted closer to an abutting street than the minimum setback required for a building.
3. Loading areas shall comply with the setback requirements for parking areas applicable in the same location or to the same use; provided, however, that no loading area shall be permitted to be set back less than five (5) feet from any property line.
4. In no case shall loading or unloading be conducted from public streets.

**§ 17.04. REQUIRED DIMENSIONS FOR PARKING SPACES AND LOADING SPACES.**

- A. **Minimum parking space dimensions.** Parking spaces shall be designed to provide a rectangular area with the following minimum dimensions, which shall exclude any roadway, driveway or access aisle adjacent to the space. Parking spaces for persons with disabilities shall be in accordance with the New Jersey Uniform Construction Code or the Americans with Disabilities Act, as applicable. (RSIS)

<b>Type of Space</b>	<b>Space Width</b>	<b>Space Depth</b>
no curb overhang	9'	20'
with 2' curb overhang (90° angle only)	9'	18'
parallel to aisle	8'	23'

- B. **Minimum loading space dimensions.** Each applicant for site plan approval for a utilization requiring loading or unloading space shall demonstrate to the Board the frequency of arrivals and departures of vehicles using the loading and unloading zones, the size of the vehicles and the length of stay of such vehicles. Based upon this evidence the Board shall require that the loading or unloading space comply with the following size requirements based upon the type of vehicles expected:

<b>Type of Vehicle</b>	<b>Space Width</b>	<b>Space Depth</b>
Semitrailers	10'	55'
Single unit large trucks	10'	35'
Step vans	10'	25'

The board hearing the application shall also determine the space required for storage of delivery vehicles and for queue of vehicles waiting to load or unload.

**§ 17.05. ACCESS AISLES AND DRIVEWAYS.**

All parking areas shall be provided with adequate means of ingress and egress which shall be kept open and unobstructed at all times and which shall be designed to provide service driveways, or aisles between rows of parking stalls, or between parking stalls and the edge of the parking area to comply with the following standards:

- A. **Driveways for one-family and two-family dwellings.** Driveways shall be at least eight (8) feet in width and shall not exceed twenty-four (24) feet in width. Circular driveways in the front yard shall be one-way, and shall not exceed ten (10) feet in width. No circular driveway shall be installed on a lot less than eighty (80) feet in width nor on corner lots. In addition, and notwithstanding any other provision of this paragraph to the contrary, no driveway or other improvement shall be permitted if such driveway or other improvement would result in the front yard improvement coverage exceeding fifty percent (50%) of the front yard area. In the case of corner lots, the above limitation on improvement coverage shall be calculated separately for each yard which abuts the street.

No permit or approval is required to construct a driveway for a permitted principal residential use in the RS-40, RS-24, R-16, RS-12, RS-10, RS-8, RM-6 and RM-1 Zones. This shall not be construed to exempt such driveways from the requirement to comply with provisions of this ordinance.

- B. **Driveways for multi-family residential uses and non-residential uses.** Driveways shall be at least ten (10) feet in width for one-way traffic and at least twenty (20) feet in width for two-way traffic; provided, however, that the Board may require greater width when conditions warrant.
- C. **Access aisles for multi-family residential uses and non-residential uses.** Access aisles serving parking areas for multi-family residential and non-residential uses shall have the following minimum widths, provided that any access aisle less than twenty-four (24) feet wide shall only be permitted if designed for one-way traffic only: (RSIS)

Angle of Parking Space	Aisle Width
0°	12 feet
30°	12 feet
45°	13 feet
60°	18 feet
75°	22 feet
90°	24 feet

- D. **Access aisles for loading spaces.** The width of access aisles serving loading spaces shall be not less than the depth of the space required for the longest vehicle expected to use the space, as follows:

- | Vehicle Type                    | Aisle Width |
|---------------------------------|-------------|
| Semitrailers                    | 55'         |
| Single-unit large trucks        | 35'         |
| Step vans/light delivery trucks | 25'         |
- E. **Access to/from arterial streets.** Driveways and parking and loading areas providing access from arterial streets as indicated on the Town Master Plan shall be designed so that all vehicles may turn around within the parking or loading area, thus preventing the necessity of any vehicle backing into an arterial street.
- F. **Shared access.** No driveway shall be permitted to serve any use other than the permitted use on the lot upon which said driveway is located, except for joint parking and common access driveways permitted by this ordinance.
- G. **Highway access management codes.** All developments shall comply with the standards of the State highway access management code adopted by the Commissioner of the Department of Transportation in the case of a State highway, and with the standards of any access management code adopted by the county in the case of a county road or highway.

**§ 17.06. PAVEMENT FOR PARKING AND LOADING AREAS.**

All off-street parking and driveway areas shall be surfaced with a bituminous concrete pavement with a crushed stone base at least four (4) inches thick, and a wearing surface at least two (2) inches thick, maintained in good condition; provided, however, that the Board may require greater pavement thickness when conditions warrant, and further provided that driveways and parking areas for single family and two-family dwellings shall not be required to be paved. (RSIS)

**§ 17.07. CURBING FOR PARKING AND LOADING AREAS.**

All parking and loading areas and all driveways shall be curbed with granite block curbing installed in accordance with the specifications of the Town of Westfield for street curbing; provided, however, that driveways and parking areas for single-family and two family dwellings shall not be required to be curbed. (RSIS)

**§ 17.08. STRIPING.**

All spaces within any parking or loading area shall be clearly marked and maintained to show the arrangement of spaces within said parking and loading areas by lines painted on the pavement.

**§ 17.09. DRAINAGE.**

Provision shall be made for adequate drainage facilities for all parking and loading areas and other paved areas. All such installations shall be connected with an adequate, approved system and shall be adequate to accommodate the storm drainage runoff of the facility it is designed to serve. All drainage facilities shall be approved by the Town Engineer prior to Board approval. (RSIS)

**§ 17.10. ILLUMINATION OF PARKING AND LOADING AREAS.**

Illumination for parking and loading areas shall be provided in accordance with the following standards:

A. **Illumination levels; definitions.** For purposes of administering the illumination level standards in Paragraphs B.1 and B.2 below, the following definitions shall apply:

1. "General parking and pedestrian area" is an area where pedestrian conflicts with vehicles are likely to occur.
2. "Vehicular use area (only)" is an area where conflicts with pedestrians are not likely to occur, such as service areas or access roads.
3. "Level of activity" reflects both vehicular traffic and pedestrian activity and are illustrated by, but not limited to, the following examples. If the level of activity involves a large number of vehicles at night, the examples given below for low and medium levels of activity belong more properly in the next higher level.

High: Major cultural or civic events  
Fast food facilities

Medium: Community shopping centers  
Cultural, civic or recreational events  
Office parks  
Transportation parking (commuter lots, etc.)  
Residential complex parking

Low: Neighborhood shopping  
Industrial employee parking  
Educational facility parking  
Church parking

B. **Illumination levels; standards.** [Amended 12-14-04 by Ord. No. 1843] The following provisions set forth the required maintained horizontal illumination for general parking and pedestrian areas, for other vehicle use areas, and for covered parking facilities.



1. General parking and pedestrian areas (open parking facilities).

Level of Activity	Footcandles (Minimum on pavement) <sup>1</sup>	Maximum Uniformity Ratio (Average:Minimum)
High	0.9	4:1
Medium	0.6	4:1
Low	0.2	4:1

2. Vehicle use areas (only) (open parking facilities).

Level of Activity	Footcandles (Minimum on pavement) <sup>1</sup>	Maximum Uniformity Ratio (Average:Minimum)
High	2.0	3:1
Medium	1.0	3:1
Low	0.5	4:1

3. Covered parking facilities (interior levels of decks, parking beneath buildings).

	Day Footcandles (Average on pavement) <sup>2</sup>	Night Footcandles (Average on pavement)	Maximum Uniformity Ratio (Average:Minimum)
General parking and pedestrian areas	5	5	4:1
Ramps and corners	10	5	4:1
Entrance areas	50	5	4:1

Notes:

<sup>1</sup> Although the footcandles are stated as minimum illumination levels at any point, the average illumination levels shall also not greatly exceed the levels resulting from applying the maximum uniformity ratio to the minimum illumination level. For example, if the minimum illumination level at any point is 0.6 footcandles, and the maximum uniformity ratio is 4:1, the average illumination level for the area shall not greatly exceed 2.4 footcandles ( $0.6 \times 4 = 2.4$ ).

<sup>2</sup> Sum of electric lighting and daylight.

- C. **Maximum illumination level at property line.** The level of illumination at ground level shall not exceed five-tenths (0.5) of a footcandle at the property line, nor three-tenths (0.3) of a footcandle at any property line abutting a property used by or zoned for residential use.
- D. **Shielding of fixtures.** All lighting fixtures shall directed downward and shall be equipped with the necessary shielding so as to prevent the direct source of light from being visible from any point beyond the property lines of the premises upon which the lighting structure is located.
- E. **Maximum height of fixtures.** No lighting structure shall exceed a height of fifteen (15) feet above normal grade in the vicinity of the light fixture. Normal grade shall be construed to be the newly established grade after construction, exclusive of any filling, berming, mounding, excavating or curbing or retaining wall which alters the grade at the base of the light fixture from the grade in the general vicinity of the fixture.
- F. **Duration of illumination.** Duration of operation of all lighting and maximum lumen power permitted shall be as determined satisfactory by the Planning Board with due regard to whether any limitations imposed will deprive the applicant of a reasonable use of his property and whether the application will be detrimental to the public health and general welfare or to the property and personal rights of the abutting owners. Provision shall be made for the reduction in the intensity of illumination to the minimum needed for security purposes when the facility is not in operation.
- G. **Conflicts with motor vehicles.** Freestanding light fixtures shall be mounted upon a concrete base or shall be set back at least three (3) feet from the curb in order to avoid damage from motor vehicles.
- H. **Underground installation.** All wiring for light fixtures shall be laid underground, and not strung between poles or buildings.

**§ 17.11. SCREENING OF PARKING AND LOADING AREAS.**

When a parking or loading areas or driveways for non-residential or multi-family residential uses abut an existing single or two-family residential use on an adjacent property, irrespective of the zone within which such residential use is located, or where such parking or loading areas or driveways abut or are visible from a residential zone, such parking or loading areas or driveways shall be screened by a fence and/or by landscape plantings in sufficient quantity, location and height and maintained and replaced as required to preclude to the maximum extent possible the transmission of headlight glare or other lighting, and to preclude to the maximum extent possible, view of the parking area from the public street and adjacent residential properties. The following provisions shall apply:

- A. The width of any screening area shall be sufficient to accommodate the ultimate growth of any plantings in the screening area without excessive encroachment of the plant branches or foliage into adjoining properties, parking areas, roadways, sidewalks or other such areas.
- B. Trees and shrubs used for screening purposes shall be at least five (5) feet high at the time of planting.
- C. Screen plantings and/or fences shall be protected from impact by motor vehicles, and from the negative effects of road salt and snow plowing and snow storage.
- D. In cases where non-residential uses abut one another, no screening between parking and loading areas shall be required.

**§ 17.12. PEDESTRIAN CIRCULATION.**

Paved walkways shall be provided as necessary to insure safe pedestrian circulation throughout parking areas and into building entrances.

**§ 17.13. USE RESTRICTIONS.**

Parking areas are intended and designed for the use of patrons, residents on site and employees on site. All parking areas required by this ordinance shall be devoted exclusively to parking of motor vehicles so long as the principal building or use which requires such parking areas continues in existence. The following provisions shall apply:

- A. All parking areas shall be used only for the parking of motor vehicles, except as may be specifically permitted otherwise by this ordinance.
- B. No storage or sales of materials of any kind shall be conducted in any parking areas. No commercial repair or sales, including the sale or rental of new or used motor vehicles by a new or used car dealer or motor vehicle rental agency, nor any storage in connection with same, shall be permitted within a required parking area.
- C. There shall be no parking of motor vehicles used in any business on site during regular business hours, except for short-term parking for loading and unloading, unless specific parking spaces are provided for such vehicles in excess of the spaces required by this ordinance.